

Oregon Operations

Information that is useful for Oregon Wing membership

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This issue is a continuation of our attempts to keep Oregon Wing members updated on what is happening with reference to Operations. This knowledge should allow you to become more effective in performing your CAP activities.

Exercise Valiant Response and Seismic Survey

August has been a very busy month for our training programs. We have had two major exercises funded by the Air Force. The first exercise, Valiant Response, provided our wing with the opportunity to demonstrate to the Air Force how we effectively manage and train our personnel to respond to an incident. And this exercise we had one incident command post and three sub bases all tied together using the Internet. We had 70 personnel participating and flew eighteen sorties accumulating over 26 flight hours. The Air Force was impressed with our ability to manage a very complex scenario and apply our assets effectively.

During the month of August we also participated in the Pacific region exercise that required for cooperation between each wing in the region. Because Washington wing had been prohibited from participating because of their performance on their guided exercise, Oregon wing was asked to not only perform the Oregon tasks but also to perform those tasks that would have been assigned to Washington wing. This exercise involved tasking over a two week period and was heavily focused toward photography and communications type taskings. In addition, the wings were tasked with moving a simulated USGS expert between SeaTac and California. The Oregon wing had 56 personnel participating in this exercise and we flew 40 sorties for over 75 hours of flight time. In reviewing the final statistics Oregon flew nearly as many hours as did the entire California wing using only five aircraft as opposed to California's 25. The Pacific region was impressed with the Oregon capabilities.

Operation Staff

The Oregon Operations Staff continues to function very effectively. We have been holding our regular telephone conferences for the IC Council, the ES Council, and the ALGM Council. In addition, we held our regular Operations Face-to-Face meeting with the staff. These meetings provide us with the opportunity to profit from an open dialog between the members and the staff.

So far we have had only one inquiry about our open Current Operations staff position. If you are interested in working with the Operations team to proactively

drive the programs that will increase our flying activities, please contact one of the staff members. We will be getting back to those who apply later this month.

Aircraft Coming and Going

All of the Oregon aircraft are currently airworthy and flying.

Our SDIS satellite phone is functional in N9313X and the Salem crews are learning how to effectively use the system to obtain quality photographs. They have become quite proficient in the use of the photography and they will be providing training to aircrews at the upcoming October training session..

We still have some cadet o-ride ride funds available for the fiscal year. All cadet orientation pilots should be working with squadrons to give these rides so we can spend our allocated funding.

We understand that our new glider will be arriving in the port of Tacoma early in September. As soon as we get the aircraft properly licensed it will be available for our use. The 172 will be available to act as a tow plane as soon as the glider is setup and operational.

MIMS

All pilots should remember that their pilot data is now maintained in the national headquarters MIMS databases. All pilots should ensure that their information is kept current on MIMS and that any required certifications or validations are made by their unit commander in a timely manner. If this is not done flight releases using WMU or IMU will be rejected.

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Oregon Wing Policy Updates

Our CAPF 108 reimbursement policy has been working now for over four months. Members receive reimbursement for authorized expenses within ten business days of the receipt of the CAPF 108 at wing headquarters. As a result, we will probably be removing the wing credit cards from the corporate aircraft at the beginning of the 2007 fiscal year in October. Incident commanders will have corporate credit cards that can be used during large exercises to provide fuel. For small missions, the pilot will be responsible for fueling the aircraft, and submitting the CAPF 108 for reimbursement. The pilot will have a check from wing headquarters in most cases prior to receiving the bill for the fuel and certainly before the bill would be due and payable..

When you are entering flight times into the aircraft log, please remember to use the policy that, if the number is in the process of moving to the next number, **always round up** to the higher number.

Let's all make certain that we use the WMU aircraft scheduling tool to schedule the aircraft. We have had several cases where an aircraft was flown by a member who did not schedule the aircraft and the person who had scheduled it arrived at the airport to find it not there. Always check the WMU aircraft schedule

to make certain that you have the aircraft scheduled before you attempt to get a flight release.

We will be making a change in our aircraft key policy. We have been testing the new policy with the C172 and it appears to be working. We are going to get locking key boxes for each aircraft tiedown. These will be combination boxes that attach to the tiedown cable (similar to lock boxes used on home that are for sale). The combination to the boxes will be changed each month and pilots will be given the current combination when they get their flight release from the FRO. This will eliminate the need to pilots to have their own keys to all the aircraft.

Frustrations

Position Reporting

During the two exercises that have been held since last month we have noticed several variations in the way that the position reports have been reported. We all normally think of the position as the lat/long. This would imply that we would report a position as the latitude followed by the longitude. However, we have seen many cases where the crew has reported the longitude followed by the latitude. We should standardize on the format of a position, and for simplicity use the concept of latitude followed by the longitude.

Another issue that has been noted is the format that is used to report either the latitude for the longitude. We have seen some cases where a position is reported as a two or three digit number followed by a decimal point followed by a two digit number followed by a decimal point followed by another two digit number. What does this mean? Does this format indicate the degrees, the minutes, and the seconds? Or, does this mean the latitude degrees followed by the minutes and the decimal fraction part of the minutes? We need to standardize on the format to be used. In Oregon, we should use the format of the letter indicating either north (N) or west (W) followed by the degrees then a space and the minutes and the decimal part of the minutes (N45 34.74).

Deliverables

Another issue that we have noticed during our practice exercise is the failure of a crew to follow up on the deliverables specified in their tasking order. For example, many of our sorties have indicated that the crew is to deliver digital photographs of certain locations. We have noticed that the crew debriefing provides us with information about the sortie but the actual photographs are not delivered and reviewed with the debriefer. It is imperative that you provide the debriefer with any deliverables that are specified in your tasking order. If you are to provide photographs, you must provide those digital images to the debriefer and ensure that they are properly labeled and identified. Your sortie is not complete until this has been done.

Aircraft Security

We continue to find instances where our aircrew returns to the base and fails to secure the aircraft as required in the CAP regulations. Remember that you must chock the aircraft if it is not tied down and you must install the gust locks in the aircraft. You should return the key to the aircraft, after locking the aircraft, to either the flight line supervisor or to the operations section. This will become extremely important when we change the way that keys are provided for our aircraft and incorporate the lock boxes.

From the desk of Standards/Evaluations

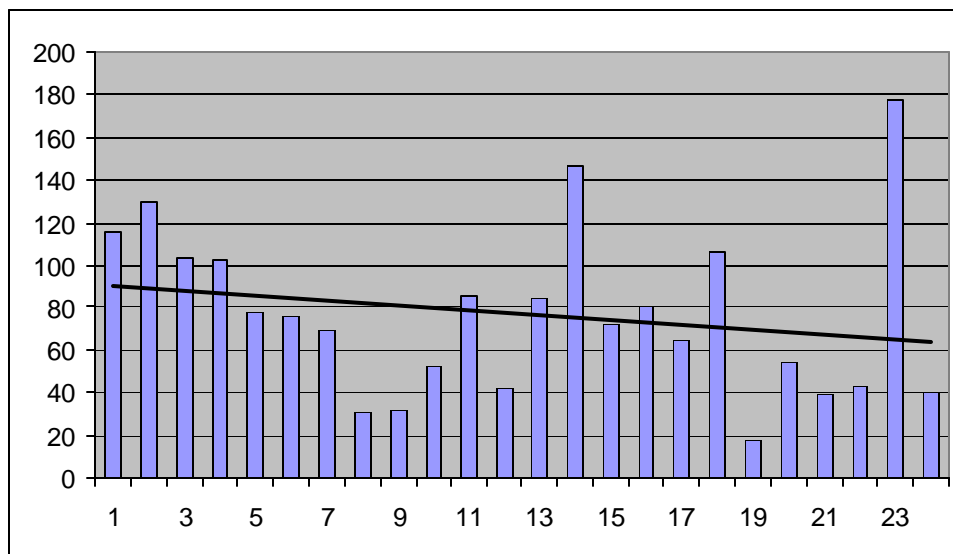
A few lessons were learned by our pilots during the recent exercise with the USGS. Let me share with you a few reminders:

Always be sure to carry current charts and airport information. The FAR's require that you have these and all available information about your flight.

If you have not recently, I would suggest that everyone review airport signs and markings. The AOPA website has some good information on the subject as does the AIM.

One of the sorties last weekend was assigned 4 targets to photograph. These targets were picked a long time ago and prior to any existing TFR's. All 4 targets ended up being in TFR's due to fire fighting operations and Oregon Wing personnel discovered the problem well before the flight. Please be aware of all TFR's when you are doing your preflight planning. These are available on the FAA website and from Flight Service.

From the desk of Current Operations



This chart shows our flight hours per month for the past two years. Note that the trend line is moving up and, if we can continue with this positive trend, we will be

able to justify our 5 aircraft next year. This means that we can begin negotiating for another aircraft late next year.

From the desk of Emergency Services

Seismic Survey Rocks

Oregon Wing personnel participated in the Pacific Region Seismic Survey disaster relief exercise in the last week of August. Lasting ten days, with the major flight activity occurring on Saturday August 26, 56 ORWG members expended over 1000 man-hours and flew over 75 hours. More than 40 sorties were flown using all of the six corporate aircraft and one member owned aircraft.

Washington Wing was scheduled to participate, however, due to their poor performance at their guided exercise, they were on training funds freeze. Oregon was asked to take over the WAWG assignments in addition to the original ORWG tasks.

Prior to the weekend, ORWG had three photo targets in Oregon and six in Washington that were all locations of seismic and geologic interest. On the Saturday, ORWG transported a simulated USGS scientist from Seattle SEA-TAC airport to Klamath Falls with stops in Olympia, Aurora and Eugene. Along the circuitous route, ten target locations in Washington and five in Oregon were photographed. On Sunday, CAWG and NVWG continued the scientist transport.

This transport mission exercised our ability to establish and maintain a tight timing schedule in order to achieve all of the assignments. We also had to remain in constant contact with our aircraft over the entire flight path. This was accomplished with the assistance of WAWG and ORWG ground radio stations and the use of a HIGHBIRD (standard call sign now of CAPFLIGHT 3600). The transport plane was accompanied throughout it's route with a HIGHBIRD for communications support, safety and backup.

Flight Operations began before 0500 on Saturday and completed around 1930 that day. We were able to remain on schedule for the entire exercise due to the dedication of all the aircrews and support staff.

Willamette Aviation at Aurora Airport again provided a location for our Incident Command Post as well as hosted a BBQ lunch. Their support this year has been instrumental in the successes of our summer training program.

CAPFLIGHT 3600

Due to Air Force frequency tactical call sign rules, which we are obligated to adhere to since we fall under the purview of the USAF for our non-aviation frequency communications, CAP personnel must use their assigned tactical call sign prowords. This is BeaverFox for ORWG. We are still allowed to use ICS/NIMS compliant functional call signs (like Command for the IC, Safety, etc.) when working on other agency frequencies as that agency may dictate. We are also allowed to use functional call signs on the low power ISR radios.

This has caused us to change how we identify our HIGHBIRD aircraft. So, instead of HIGHBIRD or OREGON HIGHBIRD, we have designated the call sign of CAPFLIGHT 3600 for use by the HIGHBIRD. This is, actually, being used as a functional call sign as it identifies the HIGHBIRD function for the aircraft that is using the call sign. This is the same concept as AIR FORCE ONE is used by any USAF aircraft that was flying the President of the United States. Not that it would ever be likely, but if we were to have PONTUS flying in N9433X, during that time it's call sign would be AIR FORCE ONE and CAPFLIGHT 3624.

So what does this mean to air crews and radio stations? When an aircraft has been assigned to be HIGHBIRD, it should announce that it is assuming CAPFLIGHT 3600 when it actually is on station. For example, "CAPFLIGHT 3624 is assuming CAPFLIGHT 3600." When this aircraft is coming off station, it would announce "CAPFLIGHT 3600 is now CAPFLIGHT 3624."

Using CAPFLIGHT 3600 instead of the distinct radio call for the aircraft means that communicators and aircrews will not need a decoder ring to know who to call for HIGHBIRD duties.

In addition to this change, there have been some other changes to handle the call sign designation of bases, incident command posts and ground/UDF teams. This information will be published soon by Communications and will be included in an updated ORWG 100-1 supplement.

From the desk of Counterdrug

In the past month I have spent several hours attempting to find CD qualified members who could take an assignment in support of law enforcement agencies. The results have been a bit disappointing. But please don't feel that I am disappointed in any member who honestly answers the question "Are you available for a mission?" with the one word answer, NO. Above all else, the people who rely on us to provide these services must realize and respect the fact that we are volunteers.

This year I had the opportunity to attend the CAP Region Staff College at Nellis AFB, Nevada. The finale lecture was presented by Col Larry Myrick, Deputy Commander of the Pacific Region. His subject of "Command vs. Leadership" led to an inspiring and self introspective analysis of "Why are we in CAP?" In the course of his dissertation, he urged us to remember that CAP is a volunteer organization. As such, your family must come first. Your job, your ability to provide for your family, must come second. And if there is time left for CAP, then we welcome you and your input into the program to the degree you are able to provide it.

He went on to remind us that there are two types of people in CAP. **There are the people that CAP needs.** (At this point he opened his arms to the class and instructors in attendance and said "I see a whole room full of such people right here.") He followed with the comment that **there are also the people that need CAP.** Those who "need" to feel that they belong to an organization that they respect and feel an affinity to. I personally feel that there is a little of each of

those descriptions in all of us. Our desire to serve our nation and community must be a part of our incentive to maintain membership in CAP.

The Civil Air Patrol Counterdrug mission is, in my opinion, one of the high points of the CAP program. It does, however, require a volunteer with a unique set of skills and abilities. One of the most significant abilities relates to time. Can you respond at the times when the demand is there? Let's face reality! We don't get to set the schedule for our CD activities. We are involved at the invitation of federal, state and local law enforcement agencies whose charter is to investigate and prosecute these criminal activities. We are limited to a support role by the Posse Comitatus act, a federal law that prevents the military (of which we are an auxiliary) from exercising a civil law enforcement function. Bottom line,,,, can you be involved when the cops are? With the exceptions of time critical situations, they work Monday through Friday, 8 to 5. Unfortunately, that also seems to be the work hours of most of Oregon's CD qualified members.

As a means of self evaluation, please take the time (5 to 10 minutes) to complete a renewal CAP Form 83 and mail it to me. I ask that you do this if, **and only if**, you feel that you can devote the time and efforts needed for these missions in the realistic time frame that they occur. The time involvement for background investigations required by the Form 83 are approaching 6 months in duration due to a tremendous backlog of applications for the program. The time and money spent processing form 83's from members who are unable to respond to the requests for service is unfortunately wasted time and money. Worse yet, it clutters the system preventing the timely processing of applications from members who **do** have the ability to control their personal and work schedules allowing CD participation. Another reason to submit new Form 83's is that many of you are reaching the 4 year mark since you last applied or renewed in the program. The system at National HQ to alert you to the need for renewal is not working at peak efficiency and some of you have lapsed into the overdue status for Form 83 currency through no fault of your own. I ask that you all do a personal evaluation of your ability to respond in a timely manner to CD missions, and then send me a renewal Form 83 if you know you can reasonably participate in the program. For those of you who have applied or renewed in the last 4 months, another Form 83 is not needed.

This self analysis has nothing to do with your respect for the program, your desire to see the program succeed, or your "personal need" to feel involved. It's just a real world fact; we don't all fit the mold. Thank you for your participation, interest and involvement.

From the desk of Aircraft Maintenance

N98426 repairs complete. 50 hour oil change ad incidentals cost. \$2866. plus NHQ supplied muffler and Vac pump.

N9833E annual should be complete by Thursday 8/31/06 and will have 39 hours to fly to engine change.

N4934N has 10 hours to annual.

Still talking to Avionics shops to get work done on 33X and 426. Not much progress yet.

Next annual coming will be 33X in 20+ flying hours

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From the desk of Communications

Operations Security (OPSEC)

Another reminder to everyone, if you haven't already done it, you need to complete the OPSEC training on-line. You can find the course at <https://tests.cap.af.mil/opsec>. This is a secure website and the initial screen will ask some questions to verify your identity. Starting on 1 Oct 06, this training will become part of the new Level 1 training course.

Narrow Band

Our switch to narrow band is just around the corner. The new repeaters are scheduled to be installed early spring 2007. We will implement our new frequency plan at that time. By October of 2007, none of our current frequencies will be allowed. To support the change over, CAP has been granted over six million dollars of additional funds by the Air Force. Those funds will be used to buy new Johnson Stealth mobile and base station radios, mobile repeaters (2 for each wing), and ISR radios. The plan is to complete every Wing's Table of Allowances (TA). We should start receiving those radios very soon. National is already shipping some of the stock they've been sitting on.

Expect to hear more from this desk as we get more information on delivery dates and can formulate our plan for the upgrades.

HF

The use of our High Frequency (HF) network has fallen dangerously low. During a real disaster, telephone communications may not be available. HF communications will be our only way to link widely separated units.

To help encourage units and individuals to start using the net again, LtCol George Doersch will be conducting the net on Tuesday nights. Anyone else interested in conducting the HF net on alternate nights, please contact either your unit Communications Officer or the ORWG DC (davida@lucidyne.com).

. Upcoming Event/Activities

We have asked Pacific Region for some additional funding that will allow Oregon wing to have one more exercise during the month of September. This request has been approved and we will be having a reward exercise in the middle part of September. This exercise will allow some final training to be performed and, for those pilots who have actively supported our flying program, will allow form 5 and form 91 checkrides. This means that any member may participate for the ES training and those pilots who have flown more than five hours of C missions symbol flight time or more than ten hours of funded flight time A mission symbol

will be eligible to receive either form 5 or form 91 rides during this exercise.
Watch for details from your ES staff.

- Sept 13-19, Reward Exercise and check rides
- Oct 7-8, Mega Training Weekend, MMV